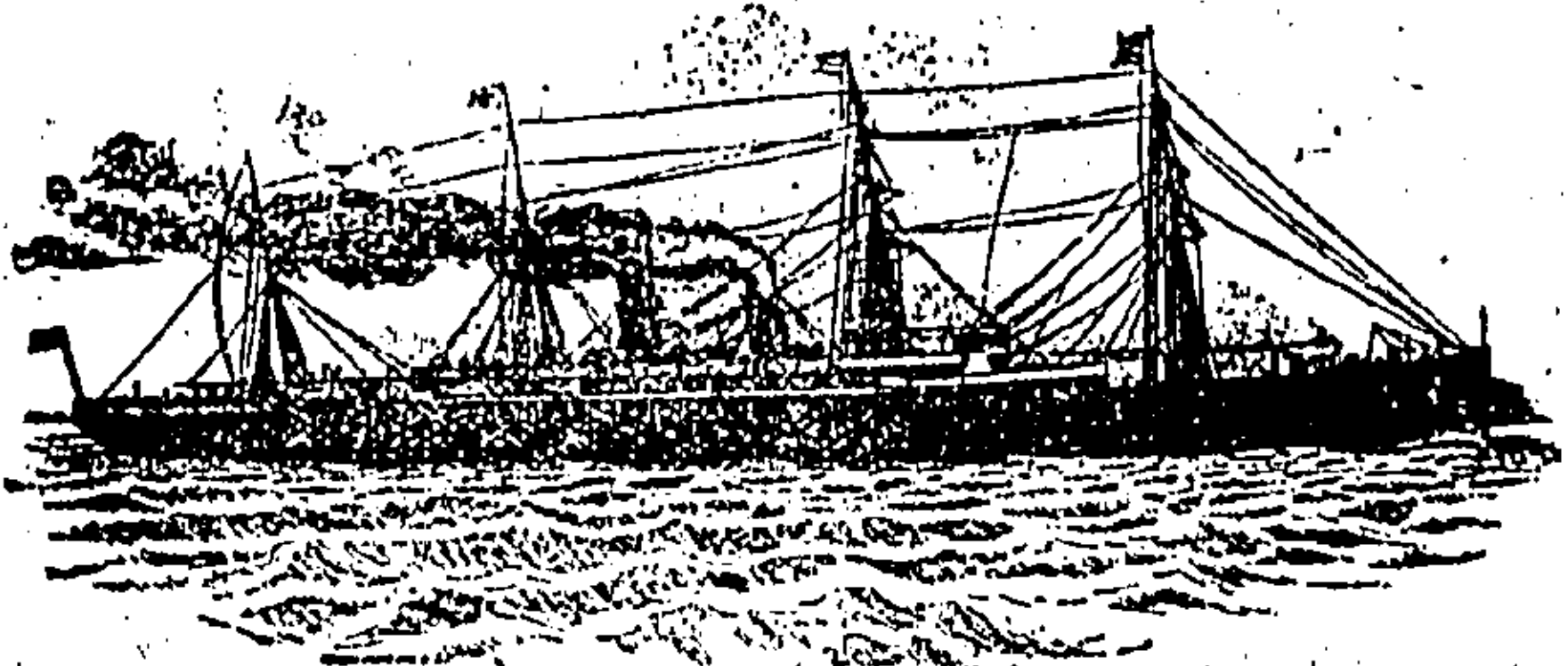






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

MAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU".....	6,307 Gross Tons.....	TUESDAY, 14th November, at Noon.
"SIBERIA".....	11,284 ".....	WEDNESDAY, 2nd December, at Noon.
"COPTIC".....	4,352 ".....	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU".....	6,307 ".....	FRIDAY, 18th December, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 26th December, at Noon.
"GALLIE".....	4,205 ".....	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU".....	6,307 ".....	SATURDAY, 9th January, at Noon.
"CHINA".....	5,060 ".....	TUESDAY, 19th January, at Noon.
"DORIC".....	4,784 ".....	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS: Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. STUART THOMSON, Acting Agent.

Hongkong, 14th November, 1903.

## ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA".....	5,000 Tons.....	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN".....	5,000 ".....	WEDNESDAY, 16th December.
"EMPRESS OF CHINA".....	5,000 ".....	WEDNESDAY, 13th January, 1904.
"ATHENIAN".....	5,882 ".....	WEDNESDAY, 27th January.
"EMPRESS OF INDIA".....	5,000 ".....	WEDNESDAY, 10th February.
"TARTAR".....	4,425 ".....	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN".....	5,000 ".....	WEDNESDAY, 30th March.
"EMPRESS OF CHINA".....	5,000 ".....	WEDNESDAY, 20th April.
"ATHENIAN".....	5,882 ".....	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN".....	5,000 ".....	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually, make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
MARBURG.....	HAVRE, BREMEN and HAMBURG.	21st Nov.	Freight.
Stern.....	(Calling at SINGAPORE and COLOMBO).		
UEVIA.....	HAVRE and HAMBURG.	1st Dec.	Freight.
Bock.....	(Calling at SINGAPORE and PENANG).		
LAGONIA.....	HAVRE and HAMBURG.	15th Dec.	Freight.
Fort.....	(Calling at SINGAPORE and COLOMBO).		
TURNBERG.....	HAVRE and HAMBURG.	29th Dec.	Freight.
Jaburg.....	(Calling at SINGAPORE and PENANG).		
MBRIA.....	HAVRE and HAMBURG.	5th January, 1904.	Freight.
Duckstein.....	(Calling at SINGAPORE and COLOMBO).		
UBIA.....	NEW YORK	About end of December.	Freight.
von Hoff.....	VIA SUEZ.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,363 tons.....	Captain H. D. Jones.
"POWAN,".....	2,338 ".....	C. F. Morrison, R.N.R.
"FATSHAN,".....	2,280 ".....	A. W. Dixon.
"HANKOW,".....	3,073 ".....	C. V. Lloyd.
"KINSHAN,".....	2,850 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....	1,998 tons.....	Captain W. E. Clarke.
------------------------	-----------------	-----------------------

Departures from Hongkong to Macao daily at 2 P.M. Sunday Do. from Macao to Hongkong daily at 8 A.M. excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	219 tons.....	Captain T. Hamlin.
-----------------------	---------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	588 tons.....	Captain B. Branch.
"NANNING,".....	569 ".....	C. Butchart.
"TAK HING,".....	618 ".....	R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 7th November, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL  
ATTENTION.

FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1339c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that  
the Undersigned, being Sole Agents for  
DR. AUER VON WELSBACH Co.,  
VIENNA,  
THE INVENTORS OF INCANDESCENT  
GAS LIGHT.  
ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.  
BEWARE OF INFERIOR IMITATIONS!  
KRUSE & Co.,  
CONNAUGHT HOUSE.

954c]

## GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and  
MEXICAN DOLLARS, current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days' sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay  
Department, until 11 A.M., TO-MORROW,  
the 18th November, 1903.

The Tenders to state the total amount (in  
Pounds Sterling), and the amount for which  
each Bill should be drawn, but no Bills will be  
issued for less than £100.

The Tenders to be in Duplicate, and in sealed  
covers, addressed to the Chief Paymaster,  
Army Pay Department, and endorsed "Tenders  
for Government Bills."

The right to accept or reject any or all of the  
Tenders is reserved.

Copies of Forms of Tender can be had on  
application.

GEO. H. FERRIER,  
Colonel, A.P.D.

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,  
Fletcher Street,

Hongkong, 17th November, 1903. [1370c]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from the  
Military Authorities that GUNPRACTICE  
will be carried out from the undermentioned  
Batteries, and on the dates as specified  
opposite.—

Somecutters West in a South-Westerly direction  
at a range of about 2,000 yards,  
on the 20th November, 1903.

Lyemun (Sywan) at a range of about 4,000  
yards to the North of Futau Chau  
and 4,800 yards along the Western  
shore of Junk Bay, on the 21st November,  
1903.

Practice will commence at about 9 A.M.  
daily, and end about 11 A.M. daily, if the range  
is clear.

If the weather is unfavourable on any of the  
above dates, practice will be carried out on the  
23rd instant.

By Command,

F. H. MAY,  
Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 12th November, 1903. [1370c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

GO TO THE  
KOWLOON HOTEL,

FRANK F. JEWELL, KOWLOON. J. W. OSBORNE,  
Manager. Proprietor.

## WANTED.

A SHORTHAND-WRITER and TYPIST.  
Apply, stating age, experience, and  
salary required, to  
X.  
C/o Hongkong Telegraph Office.  
Hongkong, 16th November, 1903. [1372c]

## WANTED.

BY a firm of Shipchangers, an ASSIST-  
ANT JOINTLY to a capable man.  
Address:  
CHANDLER,  
C/o Hongkong Telegraph.  
Hongkong, 14th November, 1903. [1366c]

**Kabuto Beer**  
PURE  
DELICIOUS  
REFRESHING

may now be had in Cases of  
4 Doz. Quarts at \$15.00.

MACWEN, FRICKEL & CO.,  
3, DUNDRELL STREET.  
1st September, 1903. [650]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 26, Connaught Road Central,  
Hongkong, 9th February, 1903. [20]

## Auction.

PUBLIC AUCTION  
OF  
JAPANESE FINE ART CURIOS  
AND  
EMBROIDERIES.  
WITHOUT RESERVE.

THE Undersigned has received instructions  
from Mr. S. NOMURA, the well-known  
collector, of Kioto, to sell by  
PUBLIC AUCTION,  
ON

SATURDAY, the 21st November, 1903,

AND

MONDAY,  
the 23rd November, 1903,

commencing each day at 2:30 P.M., at his  
Sales Room, Dundrell Street.

A MAGNIFICENT COLLECTION OF JAPANESE  
ART CURIOS AND EMBROIDERIES,  
Comprising:—

OLD AND NEW SATSUMA VASES and  
JARS, &c., &c.

OLD BRONZES and SILVER MOUNTED  
CLOISSONNES, CUT VELVET PICTURES  
and WATER COLOURS, VERY FINE  
GOLD LACQUER (old Inlaid with carved  
netzakis and jewel boxes)

RICHLY EMBROIDERED SCREENS  
and KIMONOS;

AND

A Large Variety of beautifully EMBROID-  
ERED SILK HANGINGS and OLD  
TEMPLE BROCADES.

TERMS:—As usual.

Catalogues will be issued.

On View from Thursday, the 19th November.

GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 16th November, 1903. [1373c]

THE HONGKONG STEAM WATER  
BOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY YEARLY  
MEETING OF SHAREHOLDERS in the  
above Company will be held at the COM-  
PANY'S OFFICE, No. 27, CONNAUGHT ROAD  
CENTRAL, on TUESDAY, the 24th day of  
November, at Noon for the Purpose of Present-  
ing the Report and Statement of Accounts to  
the 30th of September, 1903.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 19th to the 24th  
November, both days inclusive.

J. W. KEW,  
Manager.

Hongkong, 11th November, 1903. [1353c]

THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-  
SEVENTH ORDINARY MEETING  
OF SHAREHOLDERS in the above Company  
will be held at the Head Office, Victoria,  
Hongkong, on TUESDAY, the 8th proximo,  
at Twelve o'clock Noon, for the purpose of  
receiving the Report of the Directors, together  
with Statement of Accounts to the 30th April  
last, and of declaring Dividends.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 24th inst. to the  
8th proximo, both days inclusive.

By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.

Hongkong, 16th November, 1903. [1374c]

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.  
In Bags of 50 lbs. net \$2.85 ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th August, 1903. [19]

## Mail.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

Through Bills of Lading issued for BATAVI,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

"MALTA"

Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 21st instant,  
at Noon, taking Passengers and Cargo for the  
above Ports.

Silk and Valuable, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London  
after Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until  
5 P.M. the day before sailing. The Contents and  
Value of all Packages are required.

Shippers are particularly requested



## THE "EMPRESS" - KWANG TAI COLLISION.

## PROCEEDINGS IN ADMIRALTY.

Shanghai, 10th November.  
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.  
The Imperial Chinese Government, the owners of the cruiser Kwang Tai v. the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Platt for the defendant company.

Captain Chu Chen Pang was called. He was at present in command of the cruiser Kinching lying down the river. Previous to that appointment he had been in command of the Kwang-tai for four years. Whilst on board of that vessel he had tested her powers of turning whilst on the high seas. Her turning powers were, with a speed of ten knots, and her helm ten knots a little over 700 yards. She would take about 13 minutes. He did not say that the ship described a perfect circle. The circumference would be about 1,400 yards.

Witness here drew a figure showing the circle described by the ship. Putting her helm over would naturally diminish her speed.

By his Lordship: When you put the hard over the ship does it turn immediately? I believe—I generally keep in a straight course at full speed for a few minutes, and then I port the helm hard over.

By his Lordship: After porting your helm over, how long is it before it commences to turn?—She begins to swing slightly at the beginning, then say after the first minute, she turns gradually much faster.

Liu Sing Tong said that he was a sailor and was on watch on the night of the collision. His watch was from 11 to 12 and he was stationed at the stern. All the time he was walking backwards and forwards. Shortly after he came on duty he saw a light astern; a white light. He thought it was the light of a steamer. He came to the conclusion it was a steamer's light as he saw the steamer; he could see it distinctly. He watched that light for a little while. He also saw another white light. His position, from his steamer, with the overtaking one was in a direct line. He also remembered seeing a green light. He would consider the vessel was then two or three miles away. He reported the matter to the bridge. He reported a light at the stern. He again reported the steamer to the bridge when he saw a green light. The reply he received was "All right, we know it." He also noticed a number of electric lights besides the lights just referred to. The steamer was coming closer, and closer, and all the men on the quarter deck commenced to shout out. They shouted out that there was going to be a collision. Just then that collision occurred. (Witness demonstrated to the Court by the models how the collision occurred.)

His Lordship: I suppose he was standing at the front all this time?—Yes.  
When the big steamer came up, did he keep to the port side of the Kwang-tai, or did he go to the starboard side?—To the starboard side.  
Was it the bow or the stern of the steamer which first struck his?—The stern. The bow of the Empress did not strike the Kwang-tai; the stern struck first.

By his Lordship: Now I understand the Empress was still on the port side of the Kwang-tai and was swinging round to port.

Mr. White Cooper: I should like to ask a question as to the damage. Did you see any damage done to the Kwang-tai?—He saw the boats carried away and the gun damaged. (Position of the gun is here pointed out). He could not tell how the damage to the guns was occasioned as he paid no attention to the matter.

By Mr. Sharp: He saw the masthead white lights as soon as he came on duty; about a quarter of an hour afterwards. Then he saw a second white light and afterwards the Empress's green light. He did not remember seeing the Empress's red light.

By his Lordship: What kind of light did he see?—Oil. The only electric light apparatus on board the ship was that of the search light.

His Lordship: He could not tell in what direction the smoke of the vessel astern was blowing.

Kwong Kah Chen was next called. He said he was an A.B. on the Kwang-tai. His watch was from 11 to 12. He was standing on the port side of the forecastle. He did not see any steamer coming up from behind. He did not see any damage done to the bowsprit of the Kwang-tai. He thought no damage had been done to the jib-boom.

Yang Tsey Joo said that he was a sailor on the Kwang-tai. He remembered when the collision occurred. His watch was from 11 to 12 on the starboard side of the forecastle. He did not notice the Empress coming up from behind. The bowsprit of the Kwang-tai was not damaged. Neither was the jib-boom.

Cheng Chuan: He was a signaller on board the Kwang-tai; his watch was from 8 to 12 on the lower bridge. He did not see the lights of an approaching steamer on the night in question; of course he remembered there was a collision. On that night, as he came up from his watch, he saw the lights of another steamer. It was nearly 12. He knew the time as then he had to call the watch. When he came from below, the collision had nearly occurred. He could not explain what he meant by "nearly collided." He wished to say the vessels were still some distance away. He shouted out, but did not shout to anyone in particular. He was nearly the gangway. As soon as the collision occurred he ran to the starboard side. He saw the ship come into contact. He could not tell which part touched the gun. Witness made a further long statement in Chinese, but no translation was forthcoming from the Translator.  
His Lordship: Interpreter, what has the witness been saying all this time?

The Interpreter: He is explaining.  
How were the guns damaged?—He only saw the after gun and that was thrown back. The boat and davits were also damaged. The boat which was damaged was in the stern.

Cross-examined: He never saw any of the Empress's lights until he came on deck. He did not observe in which direction the smoke of the Kwang-tai was blowing.

Kow Kah Teh, Chief Engineer of the Kwang-tai, said that on the day of the collision, his was on the morning watch. He had been asleep until just prior to the collision. He heard cries of "Save life." He had been sleeping on deck. Then he noticed lights; close to the ship. One was a white light; then he saw a green light—no other. He saw the vessels collide. The Empress's stern struck the port quarter of the Kwang-tai. He rushed down below to inspect the damage. The water was coming in fast in the small arms magazine. —*Shanghai Mercury.*

## WHY I AM WELL.

An Intelligent Englishman tells how Dr. Williams' Pink Pills cured THE AGONY OF INDIGESTION.

FOOD is worse than wasted when we eat and cannot digest it. The stomach rebels against its presence. Miserable pains at the waist, a weight on the chest, severe headaches, a foul-coated tongue, Bile Liver-complaint, and eventually disease of the Kidneys or ulceration of the coats of the Stomach, result from neglect of what seems a trivial ailment—a sense of fullness after eating, with wind and indigestion.

One of the most intelligent people ever interviewed in connection with a cure by Dr. Williams' Pink Pills for Pale People (which have proved a blessing to thousands of sufferers from indigestion) is Mr. John Rush, an agricultural labourer who lives at South Lopham, England. His cure excited something like a sensation locally, for he had long been a martyr, and his intelligence made him highly respected. He was actually interviewed on the subject by the



Mr. John Rush.

Norwich Mercury, and said:—"Although I have as a rule enjoyed fairly good health, yet in the hot weather I have had severe indigestion. Last harvest I had terrible pains in the pit of the Stomach, which seemed to take my appetite quite away, and left me in very poor health. No matter what I ate, it seemed to do me no good. The indigestion lasted for weeks, and at last I got in such a low state of health that I had to stop work."

"The pains in my stomach were so sharp that they kept me awake at night. It was not until I got a bottle of Dr. Williams' Pink Pills that I began to get any better. After the first few doses I noticed an improvement. The severe pains left me, my appetite began to return, and I enjoyed my food. After I had taken between two and three bottles the indigestion had quite left me, and I felt well again."

Lack of power to extract nourishment from food, afflicts thousands of haggard men and women embittered by perpetual gnawing pain. The stomach requires the "tone," or strength supplied by Dr. Williams' Pink Pills for Pale People. These pills have cured all disorders arising from impoverished blood, anaemia, rickets, scrofula, "decline," consumption, indigestion, palpitations, rheumatism, sciatica, St. Vitus' dance, paralysis, locomotor ataxia, neuralgia, and all disturbances of the nervous system.

For six bottles 13s. 6d., sent direct by the manufacturer, Dr. Williams' Medicine Company, Holbrook, Vt., U.S.A., or obtainable of medicine dealers. Intending purchasers are sometimes deceived in accepting substitutes, but customers will find safety from deception by insisting on seeing the full name, Dr. Williams' Pink Pills for Pale People, on the packet handed to them.

## Intimation.

## THE ROBINSON PIANO

Co., LTD.

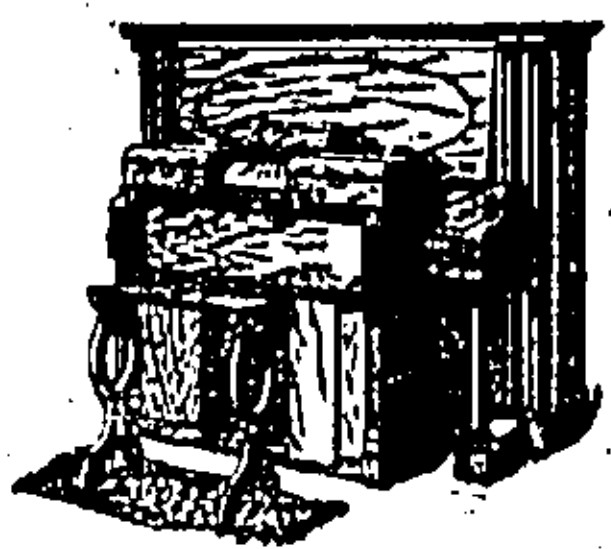
## NOTE.

## ENTIRELY NEW STOCK ARRIVING.

SPECIALLY AND MOST CAREFULLY CHOSEN BY OUR MR. ROBINSON, NOW IN EUROPE.

## GREAT REDUCTIONS in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



## THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES: PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble, and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 24th October, 1903. [419]

## Intimations.

## WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is—what to do, how to relieve, how to cure. What would become of us if means were not found to destroy disease? Why, of the course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy form of treatment for those complaints which are universal, which arise in every country and climate, and which ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOL'S PREPARATION comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. You may almost say that it is *life itself* embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider it a marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

## THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. SCHWUR UFFEL AND COMPANY have on the FIFTH DAY OF SEPTEMBER, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK:

"A HAND HOLDING A DART" in the Name of SCHWUR UFFEL AND COMPANY who claim to be the Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following Goods:

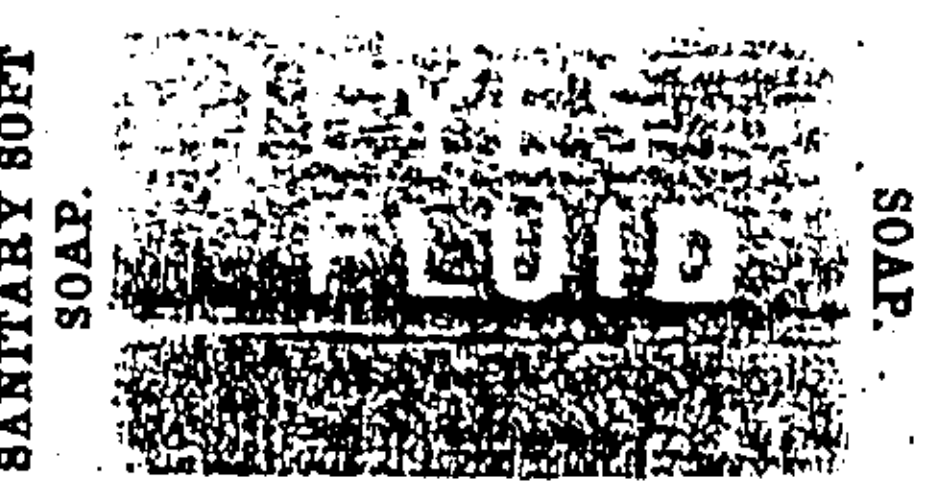
India Rubber and Leather Boots and Shoes, Stockings and Socks in Class 38. Biscuits, Condensed Milk, Confectionery Sugar in Class 42. Candles, Matches, Lampwicks, Soap and Starch in Class 47. Lamp Chimneys, Tumbler in Class 15. Worsteds Cord, Lamabrids in Class 33. Needle in Class 13. Sewing Cotton on Spools or Reels in Class 32. Perfumery, Perfumed Soap, Toilet Articles in Class 34.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of October, 1903. Solicitors for the Applicants.

## NOTICE.

## THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th November, 1903. [4]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "DORIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into Godowns Nos. 1 and 2 at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 20th instant will be subject to rent.

All Claims must be sent in to me on or before the 23rd instant or they will not be recognized.

No Fire Insurance has been effected.

J. STAURT THOMSON, Acting Agent.

Hongkong, 19th November, 1903. [5]

## Consignees.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 21st instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 14th November, 1903. [1263]

## NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to rent.

All Claims for damage must be sent in before the 27th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 14th November, 1903. [1223]

## "BARBER" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by HONGKONG & CO., LIMITED.

Hongkong, 9th November, 1903. [1214]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th November, 1903. [1432]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 18th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th November, at 9.30 A.M.

All Claims for damage must be sent in before the 23rd November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

Hongkong, 11th November, 1903. [653]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.

Hongkong, 10th January, 1903. [1954]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	Kobe and Yokohama	FRIDAY, 20th Nov., at Daylight.
HIROSHIMA MARU	MOJI and/or Kobe & Yokohama	FRIDAY, 27th Nov., at Daylight.
SADA MARU	LONDON, &c.	SATURDAY, 28th Nov., at Daylight.
BOMBAY MARU	BOMBAY, &c.	TUESDAY, 1st December, at Noon.
SHIRANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, Kobe, and Yokohama	TUESDAY, 1st December, at 4 P.M.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class. Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 17th November, 1903.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903-04.
Olympia	2,837	A. Dixon	Nov. 25
Tacoma	2,812	M. Ridley	Dec. 15
Victoria	3,502	J. T. Weirbridge	Dec. 19
Trenton	9,566	T. W. Carlick	Dec. 24
Lyral	4,417	G. V. Williams	Jan. 21
Shawmut	9,666	W. M. Smith	Feb. 20

\* Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 16th November, 1903. [874]

## Intimations.

## FROZEN FOOD.

DEPOT NO. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s S.S. "CHANGSHA," including MUTTON, LAMB, PORK, SUCKLING PIGS, HARES, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER (1 lb pats), CHEESE, BACON, and HAM.



## Intimations.

**S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

**ERATED - -**  
**- - WATERS.**

THE WATER we use is THE  
PUREST that can be obtained, and is  
skillfully Filtered on the most scientific  
principles.

THE MACHINERY employed is of  
the latest design and most approved  
type.

THE BEST INGREDIENTS only  
are used.

**GUARANTEEING**  
**ABSOLUTE**  
**PURITY.**

**ENGLISH EXPERTS**  
Manage our Factories, and their  
practical knowledge and constant  
supervision enable us to produce  
waters of unrivalled excellence and  
purity.

**A. S. WATSON & Co.,**  
LIMITED,  
ESTABLISHED 1841.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
**祥利廣**

TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)

XMAS &amp; NEW YEAR CARDS.

**FURNITURE**  
**DEALERS.**

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC**  
**DEPARTMENT.**

DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903

[728d]

**CARMICHAEL AND**  
**CLARKE,**  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

Telephone, 232.

Hongkong, 26th March, 1903.

[355e]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

**NOTICE.**  
All communications intended for publication in  
this "HONGKONG TELEGRAPH" should be  
addressed to the Editor, The Hongkong  
Telegraph, 11, Queen's Road, and should be  
accompanied by the Writer's Name and  
Address.  
Delivery business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

**SUBSCRIPTION RATES (IN ADVANCE).**  
Daily—\$50 per annum.  
Weekly—\$13 per annum.  
The rates per quarter and per month, proportionally.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies Daily, ten cents; Weekly, twenty-  
five cents.

HONGKONG, TUESDAY, NOVEMBER 17, 1903.

LOCAL AND GENERAL.

The French cruiser *Amiral Guéydin* left Port  
Said on 15th inst. for the Far East.

If you want first class developing and printing  
go to LeMunyon. Also strictly fresh film.—  
Advt.

The cruiser *Aurora* left Kronstadt on 8th inst.  
for the Far East, after having been inspected  
officially by the representative of the Ministry  
of Marine.

OWING to the recent heavy rains and conse-  
quent floods on the Menam a considerable  
number of crocodiles are to be seen in the  
river near Bangkok.

At the instance of Tsen Chun Hsuen, post-  
humous honours due to his rank are conferred  
on the Feng Chih Tsai, the deceased Provin-  
cial Commander in Chief of Kwangsi.

The *Shan Free Press* says that leprosy is  
spreading rapidly among the poorer classes in  
Bangkok. The paper calls on the Government  
to establish a public hospital for treating the  
disease.

The French Government has rejected the  
Bagdad Railway agreement between the  
French and German promoters. The latter  
will consequently construct the line alone.—  
N.C. Daily News.

The *Western Transvaal Times* reports that  
Christian de Wet has settled down comfortably  
on his farm, rebuilt his house, and stocked  
his place fairly heavily. As far as is known,  
since the Chamberlain deputation he has taken  
no active part in politics.

On the 26th ultimo a godown, at Yenban on  
the coast of the Malay Peninsula, was burnt  
by fire. The contents, including 2,500 bales of cotton  
yarn, were totally consumed and the loss is  
estimated at about \$50,000.

We are still doing business at 31, Des Vaux  
Road, LeMunyon.—Advt.

RETURN of visitors to the City Hall Library  
and Museum for the week ending 15th Novem-  
ber, 1903:—

	Library	Museum
Non-Chinese	137	57
Chinese	56	1,970
Total	193	2,027

On the 28th ultimo the contract engaging a  
Belgian subject to be Adviser to the Korean  
Foreign Office was signed in Seoul, according  
to the *Jiji's* correspondence. The term of  
service is 3 years; the salary is 600 yen monthly  
together with house allowance, and the Adviser  
is to receive the treatment of a high-class  
official.

On the 12th ult., at Kennington Oval, A.  
Shrubbs, South London Harriers, made a world's  
amateur record for two miles. He covered the  
first mile in 44 minutes, and the two in 9 mins.  
17 secs. This beats the previous best on  
cinder (9 m. 17 3/5 s.) made by W. G. George  
at Stamford Bridge in 1894 and the same  
runner's grass record (9 m. 30 3/5 s.) at Calford  
in the same year.

MANY here will be interested to learn (on the  
strength of a San Francisco despatch of Oct.  
24) that the *Manila Cablenews* that Captain  
Kinder, of the O. & O. S. S. *Copita*, has been  
appointed to the command of the *Albatross*,  
Captain Kinder is very well known to travellers  
on the Pacific and is a favourite with those  
who do know him. The *Albatross* is one of  
the giant passenger and freight steamships  
built for the Pacific Mail Steamship Company.  
She is one of the biggest ships in the world  
and will take the place of one of the smaller  
vessels now on the run between San Francisco  
and Hongkong.

The Arthur Hill Company of Vaudeville Stars  
now touring the Orient arrived in Hongkong  
on Saturday on their way to Shanghai where  
they are booked to open a season on Saturday,  
the 31st inst. This Company is without question  
one of the best selection of talented artists  
that have yet visited our country. Mr. Hill,  
the proprietor of this aggregation, promises to  
return to Hongkong for the holidays. We  
hope the public will give him their hearty  
support. Reports of their clever work has been  
heralded through the country and we feel  
satisfied that we shall finally be given a  
performance such as we have never seen  
before in the Orient. Each member of the  
Company is a finished artist.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

If you want fresh film and good film, you can  
get them at LeMunyon's. They are guaranteed.  
—Advt.

The Russian battleship *Tsushima* and the  
cruiser *Bayan* arrived at Port Said on 14th  
ult., bound for China. The former vessel  
sailed again the same day, and the *Bayan* on  
the 15th.

The Hon. Treasurer of the Alice Memorial  
and Netherdale Hospitals begs to acknowledge  
with thanks the following donation to the  
funds of the same:—  
A. H. MacKenzie.....\$10

The late Mr. Jacob Arnhold (66), of Messrs.  
Arnhold, Karberg and Co., merchants, of 5,  
East India Avenue, E.C., and Chairman of the  
Anglo-French Quicksilver and Mining Conces-  
sion (Kweichow, and of the China Ex-termination  
Company, left estate valued at £81,994, of  
which £71,390 is net personality.

AN European steam launch on her way from  
the homeward bound French mail, moored in  
the harbour yesterday morning, crushed into a  
stone laden cargo-boat which was proceeding  
with snail-like pace towards the Naval Yard  
extension works. A nautical man on the launch  
promptly took the boat in tow and beached her.

THE surprise expressed at the appointment of  
Mr. Lyttelton as Colonial Secretary would be  
less, says the *Pull Mall Gazette*, if it were  
generally remembered, or known, that it was  
proposed to appoint him to the Home Office  
on the reconstruction of the Cabinet rendered  
necessary by Sir Michael Hicks Beach's  
resignation.

At the Magistracy this morning a Chinaman  
was sent to prison for six months with hard  
labour, and ordered to be exposed in the  
stocks for six hours in lieu of a week's im-  
prisonment for stealing silver ware etc., the  
property of Mr. Terrill, and three other men  
were similarly dealt with for receiving the  
property well knowing it to have been stolen.

In reference to the appointment of Vice-Admiral  
Sir G. Noel, K.C.M.G., to the Command-in-  
Chief on the China Station, it may be as well  
to explain that the present Commander-in-  
Chief, Admiral Sir Cyprian Bridge, K.C.B.,  
will retire for age in March next, and that his  
three years' period of command would in any  
case be completed in May. Admiral Bridge  
will not, therefore be relieved by his successor  
until about the time when his command would  
be terminated.

If you want a first class photo of yourself you  
can get it at LeMunyon's.—Advt.

A CORRESPONDENT of the *Morning Advertiser*  
in China states that it is unlikely that the  
Chinese Government will consent to the ex-  
portation of Chinese labour to the Rand. The  
general opinion, he says, is that some agree-  
ment must be come to between the two  
countries which the Chinaman at present labours  
in British Colonies. Till this is done, the  
Celestial Government will prohibit all depor-  
tation to British possessions. The first step  
has been taken by the Viceroy of Canton, who  
has already forbidden his subjects to emigrate  
to South Africa.

IT would certainly not be amiss if, before he  
presided at another meeting, the chairman of  
the C.E. and M. Company should have a little  
coaching in the approximate pronunciation of  
Chinese words of ordinary everyday use—we  
mean words employed amongst non-Chinese-  
speaking Europeans. It is a little difficult to  
put down exactly how he managed to pro-  
nounce them, on his own peculiar method, but  
very familiar words came from his lips most  
awkwardly and confusedly. Perhaps the  
following may convey some slight idea of the  
mixture:—*Ching-wang tau* (the pronounced as  
in cat) *Taals* (Taels), *Tongshan* (Tongshan)  
*Lewlay* (Lutai), whilst Haikwan was rendered  
in a way that defies all attempts to set it down.  
—Ex.

THERE is probably no more familiar sight on  
our streets than the cook or cook's mate carry-  
ing home the provisions for his master's dinner.  
Who does not know the basket—usually a very  
small one—slung on the end of his pole or  
carried in his hand, in which all that is to  
tickle his master's palate is mixed together in  
picturesque, if unhealthy, confusion. Bread  
rubbed shoulders with onions, garnished with  
fish, ice and vegetables, and more often than  
not the whole crowned with a live chicken or  
two tied down by the legs and squawking  
lustily. Long familiarity with this sort of thing  
has made us callous alike to the dangers we  
run from the free distribution of disease-bear-  
ing germs emanating from the live stock thus  
carried and to the unnecessary discomfort  
imposed upon the wretched bird. It is a  
marvel that no one has ever attempted an  
improvement in the system. No doubt, this is  
mainly due to the heart-breaking difficulty  
experienced in inducing cooks to depart from  
"old custom" for better and more cleanly  
methods. With a view to effecting this much  
to be desired improvement the Hongkong  
Society for the Prevention of Cruelty to  
Animals strongly recommends the adoption of  
a small and light bamboo cage for the carriage  
of live poultry; and for this purpose they have  
had a few samples made, which may be seen  
at the office of their secretary, at the market,  
or at No. 49, Des Vaux Road Central, at the  
office of the Great Eastern Commercial Tradi-  
ng Co. who are the makers and who are ready  
to supply any quantity at short notice and at a  
moderate price. It is to be hoped that house-  
holders will give their support to the idea and  
thus secure for themselves clean and uncon-  
taminated food and at the same time bring to  
an end much unintentional cruelty to the birds  
destined eventually to find their way to the  
cooking pot.—Contributed.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

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## LICENSING SESSION.

The annual session of H.M. Justices of the  
Peace was held in the Justices' Room, at the  
Magistracy at 2.30 p.m. to-day for the purpose  
of considering applications for publican's and  
adjunct licenses for the period, 1903-1904.  
There were twenty-five applicants, twenty-three  
having previously held licenses, the names of  
the two new applicants being Thomas White,  
who desired a publican's license for the Praya  
East Hotel, at 41, Wanchai Road, Ng  
Kwok, who also applied for a publican's license  
for 2, Buckley Street, Hunghom. Louis  
Comar made a similar application in respect of  
the Main Hotel. The Magistrates present  
were:—

Messrs. T. Sercombe Smith (presiding), J. H.  
Kemp, E. R. Hallifax, E.D.C., Wolfe, C. McL.  
Messrs. P. W. Sergeant, R. C. Wilcox, A. G.  
Morris, F. Browne, R. H. Craig, G. T. Veitch,  
W. H. Davis, A. Rumjahn, C. D. Melbourne  
A. S. Hooper and Lau Chu Pak.

## THE INTERNATIONAL HOTEL.

Mr. Moritz Stenberg applied for a publican's  
license in respect of this hotel.

Mr. Sercombe Smith said that he noticed in  
the application the name of Mr. Lorenson, of  
Carlowitz & Co., was put down as a house  
holder, and he inquired whether that firm sup-  
plied applicant with liquor.

Mr. Stenberg replied in the affirmative, and  
Mr. Sercombe Smith pointed out that the  
application was not in order and could not  
be entertained. Applicant was told he would  
have to make a fresh application.

## THE COLONIAL HOTEL.

Mrs. Annetta Papier applied for a publican's  
license in respect of this hotel.

Mr. Smith: I see that one of the house-  
holders signing is in Carlowitz & Co. Does  
he supply you with any liquors or spirits?  
Applicant:—No, sir, only beer (laughter).  
Fresh application ordered.

## THE PRAYA EAST HOTEL.

Regarding an application of Mr. Thoms  
White for a publican's license for this hotel,  
Mr. Hallifax, in the absence of applicant,  
informed the Justices that the police had an  
objection and the application had been with-  
drawn.

## THE BAY VIEW.

Mr. J. Christie applied for a publican's license  
in respect of this hotel.

Mr. Hallifax:—I think the applicant might  
be informed that in all probability the Govern-  
ment will resume this property at the Bay View  
Hotel after April 1st.

Mr. Smith (to applicant):—Have you had any  
notification to that effect?  
Applicant:—No, Sir.

Mr. Smith:—I take it that if the Government  
are going to determine the lease they will  
inform you of it; but, of course, applicant  
takes the license at his own risk.  
Granted.

## THE HONGKONG HOTEL.

Mr. Harry Haynes attended in support of an  
application for a license.

Mr. Smith:—In this case I want to call your  
attention to this. The law says that every person  
who desires a publican's or adjunct license shall  
give ten days' notice to the Magistrate in the form  
of schedule B, or C, according to the nature of  
such application. This has not been done,  
because it is signed by two persons instead of  
three. Yours is signed by Mr. R. C. Wilcox  
and Mr. C. Mooney. When the application  
was first put in the Chief Clerk intimated to the  
applicant that it was not in order, but no attempt  
has been made to remedy it. The application  
is not before us in proper form and we cannot  
entertain it.

Mr. Hooper:—We might adjourn it the same  
as the others.

Mr. Smith:—I don't think I can adjourn an  
improper application. A fresh application  
should be sent in immediately.

Mr. Wilcox:—Might I be allowed to suggest  
that Mr. Grist sign the application as a third  
party.

Mr. Smith:—A proper application has to be  
sent in ten days' beforehand. The only thing  
to do is to make a fresh application to-morrow.  
A fresh meeting must be called before it can  
be granted. It is now out of order.

Mr. C. D. Melbourne:—It was pointed out  
at the time that it was not in order.

Mr. Smith:—I think I must give it as a ruling  
that this is an improper application, which we  
cannot entertain. You cannot adjourn an im-  
proper application. He must make a fresh  
application at once. I will make the following  
note:—The application has to be renewed.

Mr. Rumjahn:—I think he ought to be made  
to pay the expenses for advertising, etc.

Mr. Veitch:—I think when their attention  
had been called to it they might have seen it  
was in order.

Applicant:—In this case Mr. Melbourne  
looked up the old licenses.

Mr. Smith:—You may have done the same  
thing before; but two blocks do not make a  
white.

## APPLICATION REFUSED.

Mr. E. J. Grist, of Messrs. Wilkinson and  
Grist, applied on behalf of Mr. Louis Comar,  
for a publican's license in respect of the Main  
Hotel, 59, Des Vaux Road, Central. He be-  
lieved that the house had been conducted in  
every way as it should be conducted, and with  
regard to the premises he submitted they were  
most suitable for a publican's license. If the  
application was granted it would be an advan-  
tage to the Colony, inasmuch as a great deal of  
the traffic in Queen's Road would be taken away.

Mr. Hallifax said the police strongly  
objected to the granting of the application,  
firstly, because the premises were not  
suitable; secondly, because there had already  
been one conviction of the licensee during  
last year for a breach of his adjunct  
license; and thirdly, because of the way the  
house had been managed as an adjunct house.

Asked what the conviction was, Mr. Hallifax  
said that applicant had used his adjunct license

to serve what would be practically a publican's  
license.

Mr. Grist thought that was hardly a cor-  
rect statement, and pointed out that it was  
a very near question before the Magis-  
trate as to whether the liquor was sold as an  
adjunct to the meal, or whether the meal was  
supplied as an adjunct to the liquor. It was  
found, after a great deal of discussion and con-  
siderable hesitation, he thought, on the part  
of the Magistrate that the meal was supplied as  
an adjunct only to the liquor.

After a consultation in private the application  
was unanimously refused.

## CANTON NOTES.

(From Our Correspondent)

Canton, 16th November.  
FIRES.  
A few weeks ago the Kuk Fau Flower-boats  
were moved from their old anchorage down to  
Dutch Fo'y, a short distance below the Canton  
Hospital. Last Saturday afternoon about five  
o'clock a fire broke out in one of the smaller  
boats and it was soon burned to the water's  
edge. Fortunately for the other boats the tide  
was coming in and as the burning one was  
lying to the west of the others, the rising  
tide kept it away from them. Had the tide  
been running out the burning boat would have  
been carried right against the others and all  
would have been consumed. About five years  
ago all these boats were destroyed by fire.

Another fire in the west end of the city  
guttered two or three shops. The long dry spell  
has prepared the way for such accidents and it  
is to be feared that we may expect several  
large conflagrations in the near future.

## THE STREET THEATRES.

The street theatres still continue, with the  
usual noise and obstruction to trade. The  
Kwong Chau Fu and the Nam Hoi and Pun  
U magistrates have issued proclamations re-  
gulating these "Ta Tsuis." These proclama-  
tions came out in this way. When the late  
Pao Mu was viceroy of the Two Kwangs, some  
of the progressists thought it would be a  
good time to attack some of the useless  
customs of China. A petition was prepared  
asking that the money spent on idol processions  
be collected for educational or other useful  
purposes. What became of the petition is not  
known. No answer was received. But the  
petitioners were not discouraged. It was some-  
thing, however, that they were not reproved for  
interfering with old customs. A few weeks  
ago four Christians, all holding degrees, sent a  
petition to the Viceroy asking for the prohibi-  
tion of the mats used in connection with the  
idol feasts. The petition ran as follows:

"We (your petitioners) have lived with com-  
fort and in peace all the year round, except at  
the times of the birthdays of the gods. Then  
the people built very high mats, as high as  
thirty feet above the roofs of the  
houses. At night lamps are lighted and the  
people gather and rejoice. Not unfrequently  
the mats are so high and the houses adjoining  
the mats are so close together that the danger  
of fire is great. These things have happened  
in the past. Moreover, the gates of the city  
must be closed earlier because of these gather-  
ings, (that is to prevent the thieves from  
meeting in numbers)."

To this petition the Kwong Chau Fu replies  
that he is much pleased. "The money is wasted  
and it should be saved for other purposes. We  
have already been punished because of our  
foolishness by fire and robbers. Now I (the  
Kwong Chau Fu) am directed by the Viceroy  
to issue this proclamation forbidding the erec-  
tion of these mats. Therefore let all the  
inhabitants who live inside or outside the city  
walls, gentlemen, merchants and civil as pay  
attention to and obey this order."

## THE VICEROY.

The native papers are discussing the removal  
of the Viceroy and the coming of Yuan Shi Kai.

The northern Viceroy has a good reputation  
among the Cantonese and a great many would  
welcome the change.

## THE NEW GOVERNOR.

H. E. Cheong Yau Chan, the newly appoint-  
ed Governor for this province, arrived at Canton  
very quietly on the 11th inst. per Chinese  
gunboat *Kwong Kam*. He travelled from  
Shanghai to Hongkong in the China Merchant  
steamer *Hsinfung*, and was met by the gun-  
boat *Kwong Kam* at Castle Peak Bay, his suite  
remaining on the str. *Hsinfung*, which arrived  
in Canton on the evening of the 11th inst. Very  
few people knew of his arrival and no  
salutes were fired.

## MA WONG HOI.

The noted rebel and pirate, Ma Wong Hoi,  
was beheaded at the common execution ground  
on Sunday. It will be remembered that this  
noted robber was captured once before, some  
months ago, but with the help of his numerous  
friends, and no doubt with liberal spending of  
money, he managed to rescue him from the  
clutches of the Viceroy. This time he is  
guaranteed by over a hundred soldiers; he is a  
wreck of his former self, and no doubt has  
undergone a great amount of suffering. It is  
reported that holes have been made through  
his hands, and steel passed through them so  
that it is absolutely impossible to move them  
without great pain. Holes have also been  
made in his chest and thighs attached.

## NORTHCOMING V.R.C. REGATTA.

Crews for the German, Panzer and Chinese  
Cups to be competed for at the forthcoming  
V.R.C. Regatta were selected on Saturday  
evening and are as follows:—

## GERMAN CUP.

**Race.**  
G. H. Rubie. N. H. Alves.  
F. D. Bain. A. E. Alves.  
R. C. Wilcox. H. C. Auster.  
R. Lapsley (stroke). A. E. Alves (stroke).  
Cox.—H. M. Bain. Cox.—S. A. Seth.

## SHAMROCK.

F. K. Tala. A. E. Asger.  
H. S. Holmes. J. A. S. Alves.  
A. M. Rosa Pereira. J. A. Musso.  
C. E. A. Hance (stroke). J. Miller (stroke).  
Cox.—C. M. S. Alves. Cox.—F. W. White.

## PARADE CUP.

Station No. 1.—*Race.* Station No. 2.—*Thistle.*  
O. R. Chunnett. E. M. dos Remedios.  
S. M. Cidley. A. Marti.  
H. A. Lammer. J. V. Ribeiro.  
H. H. Seth (stroke). J. J. Watson (stroke).  
Cox.—F. Lammer. Cox.—G. Miller.

Station No. 3.—*Shamrock.*

H. M. Bain. J. Lambert.  
C. Humphreys. W. H. Andrews.  
J. Wittichell. J. F. A. Barros.  
H. Rapp. A. G. Barros.  
Cox.—F. W. White. Cox.—C. M. S. Alves.

Station No. 5.—*Leek.*

L. E. Lammer. L. E. Lammer.  
T. E. Pearce. J. A. Marti.  
H. W. Sayer. J. F. A. Barros.  
G. P. Jordan. A. V. Barros.  
Cox.—G. A. Seth. Cox.—N. H. Alves.

Station No. 3.—*Shamrock.*

A. J. V. Ribeiro. A. E. Sheffield.  
S. M. Cidley. W. H. Andrews.  
H. A. Lammer. J. J. Watson.  
H. H. Seth. J. Wittichell.  
Cox.—F. Lammer. Cox.—R. C. Wittichell.

Station No. 5.—*Leek.*

O. R. Chunnett.  
C. Humphreys.  
H. M. Bain.  
H. Rapp.  
Cox.—F. W. White.

## THE JUBILEE FUND.

We have received the following statement of  
the Road Account, dated 28th ult., from the  
Hon. W. Chatham (hon. secretary), who also  
informs us that the Hospital Account cannot  
be closed yet, as the period of maintenance of  
the buildings has not expired:—

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## TELEGRAMS.

(Reuters.)

## The King of Italy's Visit to England.

LONDON, 14th November.  
In connection with the journey of the King and Queen of Italy to London commencing to-morrow, the police have arrested a dangerous anarchist at Cherbourg who arrived on Thursday and who has already been imprisoned for anarchist offences.

## The Somaliland Expedition.

Four thousand Abyssinians will co-operate with General Egerton, the force comprising some of the Emperor Menelik's own regiments.

LATER.

## Colombia and the New Republic.

Columbia threatens to attack Panama and General Reyes, who is nominally the Peace Commissioner, is reported to be marching in the Isthmus with a large Colombian force.

The American authorities are determined not to allow an encounter between the hostile forces anywhere near the railroad and will, if necessary, extend the neutral zone as far as the Northern and Southern boundaries of the new Republic of Panama.

## The Cape Elections.

The Cape elections for the Legislative Council at present indicate that the Bond will have a majority.

(Shanghai Times.)

## Wu Ting Fang.

Peking, 12th November.

Wu Ting-fang is known as an accomplished law scholar. He was at one time reported to have been ordered to compile a legal code along with Vice-President Shen of the Board of Punishments. It is now reported that he will be referred to the Board of Punishments so as to allow him to attend solely to the compilation of the new legal codes for China.

When Wu Ting-fang went to the Board of Commerce he did not say much beyond urging the importance of having a uniform system of weights and measures for the whole empire. Now that Prince Tsai Cheng has agreed, the matter is progressing in the Board, which is preparing a single scale of weights and measures for all the provinces.

## Minting Machines.

Peking, 11th November.

It has been decided by the authorities in charge to buy minting machines of 100 horsepower for the imperial mintage at Peking with the working capacity for turning out 800,000 coins a day. Natus intends to place the contract for the purchase of the machines with Carlowitz & Co. while Yuan Shih Kai is in favour of Arnold, Karberg & Co.

## Foreswears Russia.

Peking, 9th November.

The Empress Dowager has finally decided to reject the Russian proposals and Prince Ching has been ordered not to sign any agreement with Russia. Ching Chih-tung and Yuan Shih-kai have been made responsible for the defence of the territory of China and for drawing up and putting into operation proper schemes of defence.

(N. C. D. News.)

## Japan's Patience Overtaxed.

Tokyo, 11st November.

At the meeting yesterday of journalists and business men in Tokyo, it was unanimously resolved that the present uncertain situation is calculated neither to safeguard the country's interests nor to maintain peace, and the nation therefore urges the Government to take resolute steps.

(Japanese Exchanges.)

## Vienna's Distrust of Germany's Good Faith.

Vienna, 7th November.

At the meeting of the Czar and the Kaiser at Wiesbaden on the 4th instant and at the subsequent meeting of Count von Butlow and Count Lamdorff the friendly relations of Russia and Germany were the main topics, but besides furthering the cordial friendship of the two Powers, it seems that they have agreed to take uniform steps in the questions relating to affairs outside Europe. In diplomatic circles in Vienna it is believed that at the meeting it was decided that Germany should move a step forward from her isolated position but did not go so far as to enter into a substantial agreement with Russia with regard to the present Far Eastern problems.—*Mainichi*.

## Anglo-Japanese Alliance and Germany.

Vienna, 7th November.

Though Germany's policy is heretofore been to endeavour to induce Japan and Russia to engage in war yet Germany has all of a sudden changed her policy and adopted a very cautious attitude. The official organs at Berlin and other German towns have likewise changed their tone. From these facts diplomatic circles in Vienna think that all these changes in Germany are the outcome of the British attitude, which has shown its clearly honest adherence to the Anglo-Japanese alliance.—*Mainichi*.

## PACIFIC FREIGHTS.

The S. F. Chron. reports:—After months of a rate war, during which none of the Trans-Pacific steamship companies reaped any profit on the transportation of flour or wheat from this coast to the Orient, the old rates have been restored. The new schedule of rates becomes effective on November 1st. The decision to raise the transportation charges on flour and wheat was reached yesterday at a meeting at the Asiatic Freight Association. The steamship lines affected are the Canadian Pacific, Northern Pacific, Boston, Toyboat Company, Nippon Yusen Kaisha, the China Mutual and Ocean Steamship Company in the North, the Pacific Mail, the Oriental and Occidental, and the China Commercial Company in the South. The present rate on flour from San Francisco to Oriental ports will be \$3 per ton. Prior to the commencement of the war it was \$5, but it was dropped to \$1. It is expected the rate will be shortly raised to \$5. From British Columbia and Puget Sound ports the rate on flour, which has been \$3, is to be restored to \$5. Wheat, which has stood for years at \$4, was raised to \$5.

## THE SOCIETY OF ST. VINCENT DE PAUL.

The *al fresco* fête, organised by the committee of the Society of St. Vincent de Paul, which took place in the grounds of the Roman Catholic Cathedral on Sunday evening was in every way a success. Tastefully decorated, refreshment booths, flower-stalls, a shooting-gallery and lottery counters had been erected on the terraced grounds, which were illuminated with hundreds of Chinese lanterns, hanging in long strings or distributed amongst the shrubbery. At 10 p.m. the fête was so crowded that in some places it was almost impossible to move. Visitors of every nationality and religion were present, all desirous of aiding in a good cause and of enjoying the slight "flutter" offered by the hazards of a charity *tombola*. Every visitor had the right to a souvenir of the fête, the form of the same depending on the number exchanged for the entrance ticket. This system of exchange gave rise to some startling and original developments, such as the amusement of the on-lookers. A man-of-war's-man on putting in his number was, to the roaring delight of his comrades, presented with a complete set of baby's under-clothing. Jack, blushing the while, quickly stowed away his prize in his jumper and, like the gentleman he is, purchased another ticket in the hope of obtaining a coveted photograph frame. It is to be hoped that he succeeded. It would be interesting to know what will be the ultimate destination of the diminutive *trousseau*, but one may safely surmise that it will yet give rise to some hilarity on the lower deck of one of H. M.'s ships-of-war.

A brisk trade was done at the flower-stall, refreshment-stands and shooting-gallery, and amongst the most active and successful vendors were noticed—Messdames Guedes, Danenberg, Noronha, Cordeiro and Rocha, Misses Noronha, Carvalho, Walling, Nolasco da Silva and Soares, Messrs. S. D. Seina and Guedes. The fête lasted until past eleven and the proceedings were enlivened by the band of 93rd Burma Infantry, which furnished some excellent music. The weather was cool and delightful and the numerous children that were present aided by their gaiety in swelling the animation of the evening.

We are requested by the Committee to tender their thanks to the Society to the public who assisted at the fête, to Major Radcliff and the officers of the 93rd Burma Infantry, who kindly offered the services of the regimental band, the Star Ferry Co., who transported the men free of all charge, the ladies and gentlemen who aided in the organisation of the evening or contributed gifts to the sale and to Mr. F. Danenberg who gratuitously supplied the aerated waters for the occasion. We are informed that the profits, to be devoted to the funds of the Society, amount to about \$2,000.

## BREACH OF CONTRACT.

At the Supreme Court this morning the action brought by Chan Chin Hop, Tsang Hoi and Wong Kong to recover the sum of \$700 damages from Chan Fuk in respect of a breach of contract for the erection of a sea wall, was concluded before the Puisne Judge, His Honour A. G. Wise. The claim comprised six months' rent of ground at \$70 per month from Nov. 10, 1902, to May 10, 1903, \$320, and cost of pulling down and erecting defective wall built by defendants \$380.

Mr. Goldring (of Messrs. Deacon and Hastings) appeared for the plaintiffs, and Mr. Grist (of Messrs. Wilkinson and Grist) represented the defendant.

Other evidence having been heard judgment was given for defendants, with costs.

## CHINESE COOLIES AS MINERS.

Referring to the proposed introduction of Chinese into the Transvaal, M. Pitaval, a French engineer, explains how the Chinese mining coolie system works in French Indo-China. The Tonquin Coal Company three years ago began the exploitation of its mines at Haiphong with the aid of Tonquinese coolies, but these were not sufficient. Agents were therefore sent into the neighbouring Chinese provinces to recruit, and they soon brought back with them a force of Chinese coolies, whose appearance was the signal for racial conflicts, which the French authorities found it difficult to control. Eventually the services of a Chinese headman were engaged. His duty was to deal with, and govern, his countrymen according to their own laws, except for serious crimes where French justice intervened. The Chinese coolies got accustomed to working in the mines, and after a while they showed such progress and initiative that both the output and wages increased generally. About 4,000 Chinese are thus employed, and they are so intelligent that they rapidly become excellent miners. They are fairly sober, do not gamble, smoke very little opium, and their morals are neither better nor worse than those of other Asiatics. They live on rice, and as this is furnished by the company, the excuse to leave the mines is taken away. Their great fault is want of discipline, and, as a rule, the only obedience they will pay is to their headman. "The Chinese coolie," adds M. Pitaval, "does not seek to monopolise the commerce of the country in which he lives, although his commercial aptitude is most decided. Although more steady at his work than the Tonquinese, the Chinaman nevertheless knocks off work fairly often, and to employ 4,000 coolies you have to count on a population of 6,000 at least, some of them bringing their wives. The conclusion is that Chinese labour, well recruited, and commanded by a Chinese chief and a European chief at the same time, is capable of rendering important services in mining work.

## HONGKONG-WEI-HAI-WEI RUN.

AN "OLD TUB."

That Wei-hai-wei was a practically worthless addition to the Empire has long been a "muted" even by the Ministers whose fatuity burdened us with it. But although the original fantastic scheme for its fortification has been abandoned, money is still squandered upon Wei-hai-wei with a lordly disregard of the interests of the British taxpayer. A flagrant instance of this is the maintenance of H.M.S. *Humber* for the conveyance of naval, victualling, and ordnance stores between Hongkong and Wei-hai-wei. This old tub has no guns mounted, so that she is useless for fighting purposes, and at her best, with a clean bottom and a calm sea, she can just crawl 92 knots an hour. I have been furnished with an account of the work she does and the expenditure it involves. In the cost of the ship's company and the cost of victualling, coal, oil and other stores came to a total of £10,266. Eight voyages were made between Wei-hai-wei and Hongkong, and the total quantity of cargo carried was 960 tons. Upon a statement of expenses, which excludes docking and general repairs, as well as any allowance for depreciation, the cost of transporting goods by the *Humber* was, therefore, upwards of £10 per ton. Even this figure will be exceeded for the present year in consequence of the coal bill being very much heavier than in 1902. The average rate of freight by merchants steamer for Hongkong to Wei-hai-wei is from \$8 to \$11 per ton, according to the nature of the goods, and, in addition to being vastly cheaper, this method of transport would be somewhat quicker. Nor is the waste of money or time the only argument against the employment of the *Humber* as a cargo boat. There is the further fact that the keeping of the vessel in commission means that ninety-five officers and men of the Royal Navy are not available for efficient ships.—*Truth*.

## TIENTSIN.

2nd November.

Race time not infrequently coincides with some kind of political sensation and within the past two days something unforeseen, or it may be two or three things, seem to have happened. On the 28th October the Russians marched 1,000 men into Moukden and apparently sat down there. This does not occasion the least surprise among those who have taken it for granted that Moukden, in common with Manchuria, was Russian property. But it does seem to have startled China and pro-Japanese officials who recall the fact that the ink is not yet dry on China's solemn undertaking to both America and Japan to throw Moukden open to international trade at once. The Victory left here very suddenly yesterday by special train in response to some urgent telegram from Peking, and it is believed that his visit is in consequence of this move on Russia's part. The air is full of reports and something is said to have occurred at Port Arthur, again that the negotiations in Tokyo have broken down. I can only quote for you the following letter just received from Newchwang, added to which is the assurance that the Chinese are greatly exercised over something that has happened. Whether America and Japan really expected Moukden to be thrown open to them, or only inserted the clause as a political test is not clear, but Russia has apparently lost no time in proving to the world at large that while China may be at liberty to draw up and sign as many treaties as she pleases, it is another matter entirely whether she can carry them out. Russia has carefully laid her plans that China's undertakings with regard to Manchuria shall not be carried out. For a long time past the Tatar General at Moukden has had an unhappy time of it. Russia has made demands on him for men, supplies of all kinds, and last week a quantity of ammunition, leaving him with barely 25 rounds apiece for his men. They then proceeded to purchase some 50,000 more of land around Moukden and to build extensive barracks, and now these are presumably occupied as stated below. This is a deliberate snap of the fingers in the faces not only of Japan and America but the whole world, and the significance of the act will not be thrown away on the watching spectators. My own opinion is that the loss of Moukden will occasion less surprise in diplomatic circles than it has in Chinese, and I cannot but regard the insertion of the Moukden and Antung clause in the Treaties as merely the basis on which compensation demands will presently be made.—*Newchwang*, 31st October.

News have arrived from Moukden that that city was reoccupied by the Russians on 28th inst., and that the Russian flag was flying over the yamens of the Five Boards and of the Tatar General.

The number of troops is variously estimated at 1,000 and 15,000 of all arms, including two companies from Lianyung.

Business is dull, produce scarce and dear; freights are low, silver dear, the premium on hard specie 75.75 per shoe.

A few days ago, the Russians visited all the Chinese firms who have Japanese merchants lodging with them, and made lists for reference.

The American man-of-war intended to dock here will probably leave Shanghai to-morrow. The British steamer *Esperley* will endeavour to enter dock on the 6th or 6th November.

Rumours are still current that Viceroy Yuan is to be sent South ostensibly to settle the Kwangsi rebellion, but in reality to oblige Russia I believe; it is an open secret that in consequence of his aversion to troubles he is no favourite in Russian official circles. He is altogether pro-Japanese. Directly he goes there will probably be friction and disorder in the province which would exactly suit Russia's book. She has volunteered to put down all the brigandage in Mongolia if China will pay her expenses.

The German General left here yesterday and had a great send-off, all nationally participating, and the largest guards being sent to the stations with their bands that the various forces have contributed to any function for a long time.

I am to say that the plan though still being kept well within bounds, has crept on and several cases have occurred within settlement limits. Wherever there are large gatherings of Chinese workmen such as the third cutting, suspicious deaths have occurred, and there seems no blinking the fact that it is here, but happily in very moderate degree so far. The Russians have been having a nasty experience with the disease in Manchuria where it is probably a great deal more rife than is known.

The races begin here to-morrow. The lotteries have been rather smaller than usual. There is not so much money loose this year.

The King's birthday is to be a great day and elaborate preparations are going forward.

## THE P. AND O. "MOLDAVIA"

A Bombay paper says (Oct. 16:—)

At daybreak to-day the P. & O. steamer *Moldavia*, the largest and most recent addition to the P. & O. fleet, arrived after a very comfortable voyage from Marseilles. Her most striking feature is her enormous superstructure, having no less than six decks, four of which are passenger decks—the main deck, spar deck, hurricane deck, and promenade deck. She is not so graceful in appearance as the *Caledonia*, but her passenger accommodation and general construction are in many respects much superior. This is particularly noticeable in connection with the second-class accommodation. Another distinctive feature is the arrangement of her cabins, the ship being composed almost entirely of double and single berth cabins. She is intended primarily for the Australian run.

## COMMERCIAL.

TO-DAY'S EXCHANGE.  
LONDON, Telegraphic Transfer ... 1/9 7/16  
Bank Bills, on demand ... 1/9 7/16  
Credits, 4 months' sight ... 1/9 7/16  
D'ments 4 months' sight ... 1/9 7/16  
ON BERLIN (demand) ... M. 1.83  
ON PARIS, Bank Bills, on demand ... 2.25  
Credits, 4 months' sight ... 2.28  
ON NEW YORK, Bank Bills, on demand ... 4.38  
Credits, 30 days' sight ... 4.33  
ON BOMBAY, Telegraphic Transfer ... 135  
On demand ... 135  
ON SHANGHAI, Telegraphic Transfer ... 135  
Private 30 days' sight ... 135  
ON YOKOHAMA, T.T. ... 87 1/2  
Sovereigns, Bank's Buying Rate ... \$11.30  
Gold Leaf too touch, per tael ... \$58.75  
Silver ... 1,027 1/2

TO-DAY'S QUOTATIONS are as follows:—  
MALWA NEW ... 900/940  
LAST YEAR ... 960/1,020  
OLDEST ... 1,060/1,120  
PATNA NEW ... 1,027 1/2  
BENARES NEW ... 1,027 1/2  
PERSIAN (PAPER) ... 740/800

## To-day's Advertisements.



## NOTICE.

It is hereby notified that, during the raising of the Roadway, on and after FRIDAY, the 20th instant, that section of Praya East between ARSENAL STREET and SHIP STREET will be CLOSED TO WHEELER TRAFFIC.

W. CHATHAM,  
Director of Public Works.  
Hongkong, 17th November, 1903. [1378e]

## VICTORIA CHAPTER.

No. 325, E.C.

A CONVOCACTION OF EMERGENCY of the above CHAPTER will be held at the FREEMASONS' HALL, Zeland Street, on FRIDAY, the 19th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.  
Hongkong, 17th November, 1903. [1379e]

## BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR RANGOON VIA AMOY AND SWATOW.  
THE Company's Steamship

"PURNEA,"  
Captain F. W. Packham, will be despatched as above on THURSDAY, the 19th instant, at 4 p.m., instead of as previously advertised.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 17th November, 1903. [1349e]

FOR NAGASAKI, YOKOHAMA AND KOBE.  
THE N.D.L. Steamship

"NURNBERG,"  
Captain Jaburg, will be despatched for the above Ports on THURSDAY, the 26th instant, at 11 a.m.

For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office.  
Hongkong, 17th November, 1903. [1380e]

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"  
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.  
DODWELL & Co., LIMITED, Agents.  
Hongkong, 16th November, 1903. [1374d]

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Orizaba* and *Guadiana*, and from Havre ex s.s. *Guadiana*, and from Bordeaux ex s.s. *Ville de Rochefort* and *Cambril*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 17th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 24th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th instant, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 24th instant, at 2 p.m.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 17th November, 1903. [1304c]

## To-day's Advertisements. MADAM FLINT &amp; CO.

BEG TO ANNOUNCE

THAT THEIR

DRESSMAKER

HAS ARRIVED FROM PARIS.

NEW GOODS FOR THE SEASON

will arrive by the "Himalaya," on SATURDAY, the 21st instant.

Hongkong, 17th November, 1903. [1313e]  
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of HUMPHREYS ESTATE AND FINANCE CO., LIMITED, will be held at the COMPANY'S OFFICES, Nos. 38 and 40, Queen's Road Central, Victoria, Hongkong, TO-MORROW, the 18th day of November, 1903, at NOON, when the SUBJOINED RESOLUTIONS which were passed at a Meeting held on the 31st October, 1903, will be submitted for confirmation as SPECIAL RESOLUTIONS:—

1. That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the present shareholders of the Company at par in the ratio and proportion of one new share for every two old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares respectively to be paid at such time or times and in such manner as the Company by its General Managers may hereafter determine.

2. That Article No. 82 of the Articles of Association of the Company be cancelled and the following Article substituted therefor:—  
"The remuneration of the General Managers shall be a sum not exceeding \$8,000 per annum (which shall cover office rent and salaries of Secretary and other employees) and a commission of 5 per cent. of the net profits of the Company for each year that such profits amount to 7 per cent. of the Capital of the Company."

Dated this 17th day of November, 1903.  
JOHN D. HUMPHREYS & SON, General Managers.

EDWARDS, PIRY & CO., LIMITED.

NOTICE is hereby given that AN EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at No. 1, Duddell Street (first floor), TO-MORROW, the 18th day of November, 1903, at 2.30 o'clock in the afternoon, for the purpose of considering the position of the Company, when the following resolutions will be proposed:—

1. That this meeting, approval of the proposed sale of the business of the Company to Joseph Snowell Plant.

2. That the Company be wound up voluntarily.

3. That the said Joseph Snowell Plant be and is hereby appointed liquidator for the purposes of such winding up.

T. EDWARDS, S. D. PIRY, General Managers.

Dated, 17th November, 1903. [1362e]  
BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.  
THE Company's Steamship

"PURNEA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 18th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, 17th November, 1903. [1376e]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 19th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

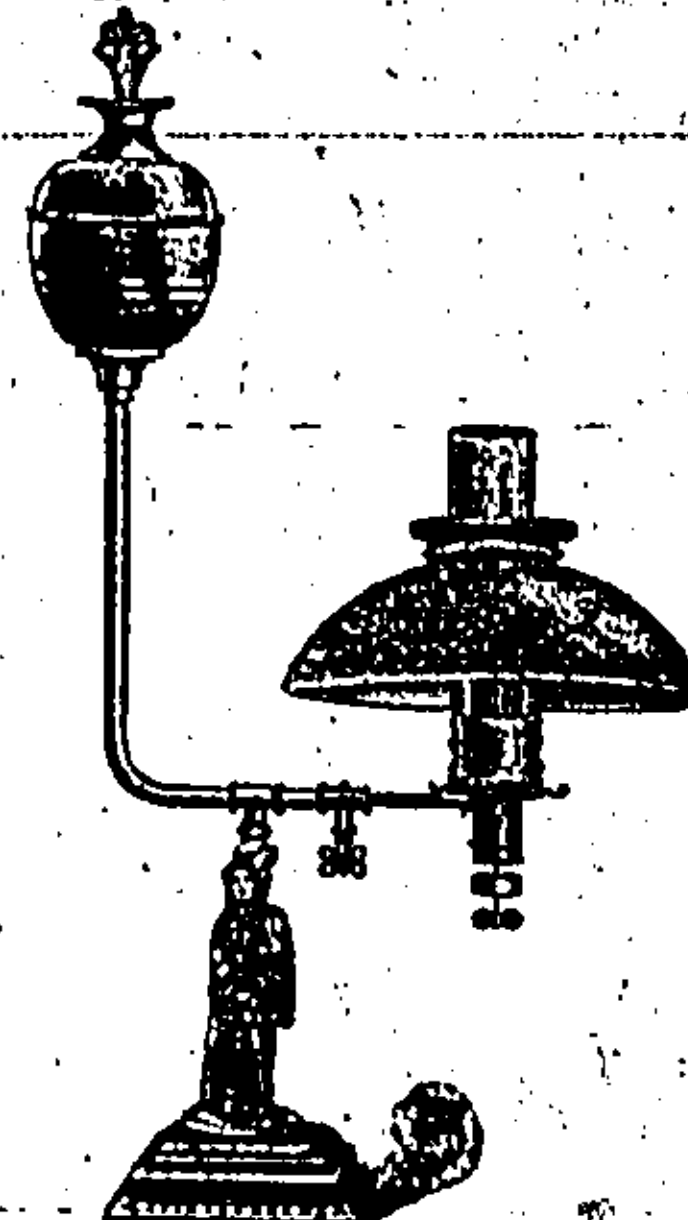
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.  
Hongkong, 17th November, 1903. [1377e]

## To-day's Advertisements.

FOR SALE.



INCANDESCENT, Gasoline. Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, etc., for Gasoline and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

## TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 17th November, 1903. [1375e]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.  
THE Company's Steamship

"THALES,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 18th instant, at NOON, instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers.  
Hongkong, 17th November, 1903. [1368e]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"  
Captain J. G. Oliff, will be despatched for the above Ports, TO-MORROW, the 18th instant, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.  
Hongkong, 17th November, 1903. [1340e]

FOR KOBE, NAGASAKI AND WLAIDWOSTOCK.

THE Steamship

"KOWLOON,"  
Captain Stehr, will be despatched for the above Ports, TO-MORROW, the 18th instant, at 3 p.m., instead of as previously advertised.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.  
Hongkong, 17th November, 1903. [1313e]

## Intimations.



## THE POPULAR SCOTCH IS "BLACK &amp; WHITE"



JAMES BUCHANAN & CO.  
SCOTCH WHISKY DISTILLERS.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTSE"	On 12th December.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 24th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 29th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*GENOA, MARSEILLES & L'POOL	"NINGHOW"	On 20th November.
LONDON & ANTWERP	"POLYPHEMUS"	On 24th November.
MARSEILLES, L'DON & A'WERP	"HYSON"	On 8th December.
"LIVERPOOL"	"ACHILLES"	On 20th December.
MARSEILLES, L'DON & A'WERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 5th January.
"LIVERPOOL"	"YANGTSE"	On 12th January.
MARSEILLES, L'DON & A'WERP	"DIOMED"	On 19th January.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"PELEUS"	On 30th November.
S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.	"TYDEUS"	On 1st January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th November, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TSINAN"	18th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	18th "
MANILA	"KAIFONG"	18th "
CEBU and ILOILO	"HUPEH"	19th "
SHANGHAI	"WHAMPOA"	20th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO YANILIA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th November, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Nov., at 10 A.M.
PERLA	1980	J. McGinty	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

[1208d]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

[1256c]

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Salto	WEDNESDAY, 18th Nov.
FOR FOCHOW	"ANPING MARU"	K. Sudzuki	SUNDAY, 22nd Nov.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	TUESDAY, 24th Nov.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	FRIDAY, 27th Nov.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa and are fitted with all modern improvements. Excellent accommodation is  
provided for 1st class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at  
Tamsui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at  
No. 8, Des Vaux Road Central.

Hongkong, 17th November, 1903.

T. ARIMA, Manager.  
[1279c]

## Shipping—Steamers.

TOYO KISEN KAISHA  
MANILA LINE.

## REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 20th November, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

K. NAKASHIMA, Manager.

Hongkong, 16th November, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, COL-  
OMBO, BOMBAY, KARACHI, ADEN,  
SUZEE and PORT SAID.  
(Taking Cargo at through rates to the  
BRAZILS, to SOUTH AFRICA, PERSIAN  
GULF, RED SEA, BLACK SEA, LEVANT,  
VENICE and ADRIATIC PORTS).

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched as  
above on THURSDAY, the 19th instant,  
at Noon.For Information as to Passage and Freight  
apply toSANDER, WIELER & Co.,  
Agents,  
Princes Building.

Hongkong, 14th November, 1903. [1234c]

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as  
above on WEDNESDAY, the 19th November.For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 13th November, 1903. [1284c]

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MAN-  
ZANILLO, MEXICO AND  
SAN FRANCISCO.

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above  
Ports, on WEDNESDAY, the 2nd December,  
at Noon.For Freight, apply at the Company's Offices,  
No. 20, Des Vaux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 14th November, 1903. [1236c]

CHINA NAVIGATION COMPANY,  
LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, YOKOHAMA, MAN-  
ZANILLO, MEXICO AND  
SAN FRANCISCO.

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above  
Ports, on WEDNESDAY, the 2nd December,  
at Noon.For Freight, apply at the Company's Offices,  
No. 20, Des Vaux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 14th November, 1903. [1236c]

HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 8th July, 1903. [804c]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONG-  
KONG for CANTON at 8.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommodation  
for First Class Passengers. Ship lighted  
throughout by Electricity.Passage Fare, \$4 Single Journey.  
Meals \$1 each.The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.SHU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.

Hongkong, 30th May, 1903. [722c]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.FARE—(Week Days) 1st Class (including  
cabin and servant), \$5; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.On Excursion Sundays, 1st, 2nd, and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodation for two or more passengers.WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903. [1073c]

## Intimations.

DEUTSCHE WEINGESSELLSCHAFT  
DUHR & CO., COELN.

STOCK ON HAND OF

AHRLEICHART, a red Ahr Wine at \$18.50  
GRAACHER, Moselle, " " " " at \$16.50  
LAUBENHEIMER, Hock, " " " " at \$15.00  
All per Case of 24 Quarts.

Price Reductions for Larger Orders.

GROSSMANN & CO.  
Hongkong, 16th October, 1903. [1259c]THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1120c]

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PHOTOGRAPHER.TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.I am now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.GROUPS AND VIEWS  
a specialty.

Hongkong, 22nd September, 1903. [14c]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1906. [18c]

TSU FAN  
DENTIST.

PRICE MODERATE.—CONSULTATION FREE.

Next to the Hongkong Dispensary,  
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1106c]

THE CHINA & JAPAN TELEPHONE  
AND ELECTRIC COMPANY,  
LIMITED.HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$100 Per Annum.

PRIVATE LINES, By Arrangement.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.ELECTRIC SUPPLIES OF EVERY DES-  
CRIPTION IN STOCK.

INCLUDING:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &amp;c., &amp;c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.Estimates given for all kinds of Electrical  
work.Trained Mechanicians sent to Out-Ports to fit  
up Installations if required.

NOTE ADDRESS:—ICE HOUSE ROAD,

For full Particulars, &amp;c., &amp;c., Apply to

W. STUART HARRISON,  
A.M. INST. C.E.,  
Manager

Hongkong, 2nd April, 1902.

[144d]

For Nervous  
ExhaustionCHAPOTEAU'S  
Phosphoglycerate  
OF LIMEThe modern restoration  
of the nervous system.  
For brainworkers, profes-  
sional men, teachers, students,  
etc. and to debility, mental  
losses, dyspepsia, of nervous  
origin and insomnia.  
It is readily assimilated and  
promotes digestion.PHOSPHOGLYCERATE SYRUP  
(CHAPOTEAU)PHOSPHOGLYCERATE WINE  
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(CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE

Sold by A. S. WATSON & Co., Limited,  
Hongkong, China and Manila.

[144d]

## WEATHER-FORECASTS AND

## STORM-WARNINGS ISSUED

## FROM THE HONGKONG

## OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the

mast beside the Time-ball at Kowloon Point

for the information of masters of vessels leaving

the port. They do not imply that bad weather

is expected here:—

A DRUM indicates a typhoon to the East-

ward of the Colony, (i.e., in the East

quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the West-

ward of the Colony, (i.e., in the West

quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon

to the Northward of the Colony, (i.e., in

the North quadrant, N.W. to N.E.)

A CONE Point Downwards indicates a ty-

phoon to the Southward of the Colony,

(i.e., in the South quadrant, S.E. to S.W.)

Red Signals indicate that the centre is believ-

ed to be more than 300 miles away from

the Colony.

Black Signals indicate that the centre is be-

lieved to be less than 300 miles away

from the Colony.

## NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad

weather in the Colony and that the wind

is expected to veer.

Two lanterns hoisted horizontally indicate

bad weather in the Colony and that the

wind is expected to back.

The signals are repeated on the flagstaff of

the Godown Company at Kowloon, and also,

by day only, at the Harbour Office and on

H.M.'s Receiving Ship.

## LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching

typhoons by means of the Typhoon Gun placed

at the foot of the mast, which is fired whenever

a strong gale of wind is expected to blow here.

## NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.







HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,

GENERAL DRAPERS & HIGH CLASS  
DRESS-MAKERS.

HIGH CLASS  
GENTLEMEN'S  
OUTFITTERS.

FAMED FOR  
SHIRTS.  
28, Queen's Road.

#### DRESSMAKING DEPARTMENT.

Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

#### CUT, FIT, AND STYLE GUARANTEED.

Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

#### PARISIENNE MILLINERY.

A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

#### DRESS GOODS.

Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

#### GLOVES.

Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

#### HOSIERY.

Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

#### SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

#### CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crepe de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

#### RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

#### LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

#### LADIES' UNDERCLOTHING.

Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Camisoles, Combinations, Bath and Dressing Gowns, etc.

#### BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

#### CORSETS.

In the following makes—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

#### THE SANAKOR.

A new and thoroughly up-to-date high class corset in rich brocade.

#### THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

#### UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

#### HOUSEHOLD LINEN DEPARTMENT.

All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannel-ettes in large variety.

#### LININGS.

We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scillecias, Black, Backs, &c.

## LADIES' & GENTS' REAL PANAMAS

will be offered at

**\$18.50**

FOR ONE MONTH

From this date, 13th November, 1903.

FINE QUALITY.

BEWARE OF IMITATIONS.

#### TRIMMINGS

Of every Description. Rich Silk Appliques Silk and Motifs in floral designs. Pearl, Jet, and Bead, Silk Braid, Sequins on Net, Silk on Lace. The latest Wool Trimmings and others too numerous to mention.

#### JACKETS AND FURS.

Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps, Light Summer Rain and Dust Cloaks.

#### VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Fascinators.

#### BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

#### CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Crettonne, and Chinelle.

#### TABLE COVERS

In all the newest designs and makes.

#### CARPETS.

Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

#### QUILT AND BLANKET DEPT.

Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

#### IRONMONGERY.

Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

#### HOUSE KEEPERS' SUNDRIES.

Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

#### DOMESTIC.

Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Cruets.

#### GAMES:—CRICKET, TENNIS, CROQUET, FOOTBALL, PING PONG.

A large selection of Indoor Games, Hoop La! Dominoes, Chess, Draughts, Children's and Adults' Table Games stocked.

#### TOYS.

We keep every kind of Toy all the year round, from Tin Engines at 15 cts. to Magnificently Modelled Real Skin Horses at \$40; or a Cinematograph.

#### DOLLS.

Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

#### FANCY LEATHER GOODS

For Presents, Silver, Ebony and Ivory Manicure Sets.

#### OVERMANTLES AND MIRRORS.

Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

#### GARDEN TOOLS.

Iron, Wire and Rubber Door Mats.

#### TRUNKS.

Cabin, Overland and Storage Trunks. Steel, Compressed Fibre, Millboard, Willesden Canvas, Solid, Leather, etc.

#### LADIES' HAT BOXES

In various makes, Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

#### SEWING MACHINES.

Jones' Famous Hand and Treadle Machines famous throughout the East.

#### CHILDREN'S OUTFITTING.

In all its Branches.

R. G. HECKFORD,  
MANAGER.

November 14th.